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Vilas County Resolution # 02

The Problem: Aquatic Invasive Species (AIS) have become a major problem in Wisconsin waters. While there are local efforts to reduce and protect our waters from AIS, there is no secure statewide funding source for assistance.

Whereas, Aquatic Invasive Species pose a serious threat to our enjoyment of water resources, and

Whereas, local lake property owners, among others, have a valid concern that the State of Wisconsin has not addressed this issue in a manner that provides for protection and control of Aquatic Invasive Species, and

Whereas, there needs to be secure and adequate funding to address the problem Aquatic Invasive Species present to our public waters,

Now Therefore Be it Resolved, Vilas County, meeting this 10th day of April, 2006, do hereby urge the Wisconsin Department of Natural Resources to provide a dedicated funding source to combat Aquatic Invasive Species, by adding a one-dollar (\$1.00) surcharge to every resident and non-resident fishing license sold in Wisconsin.

Vilas County Vote: _____

Submitted by:

Ken Anderson

P.O. Box 294

Eagle River, WI 54521

715-479-2394

On Behalf of the Vilas County Aquatic Invasive Species Planning Partnership; 330 Court Street, Eagle River, WI 54521

Ted Ritter, Coordinator, 715-479-3738

AIS RESOLUTION



PATRICIA L. BIRKHOLZ
MICHIGAN SENATE

24TH DISTRICT
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COMMITTEES:
CHAIR - NATURAL RESOURCES AND
ENVIRONMENTAL AFFAIRS
VICE CHAIR - LOCAL, URBAN,
AND STATE AFFAIRS
MEMBER - AGRICULTURE
MEMBER - ENERGY POLICY

May 22, 2007

The Honorable Louis Molepske, Jr.
71st Assembly District
State Capitol
P.O. Box 8953
Madison, WI 53708

Dear Representative Molepske:

I was heartened to hear that the Wisconsin legislature is on the verge of considering legislation that will implement ballast water controls similar to the laws we passed a few years ago. I am pleased to offer you my perspective on this, what I consider to be the most pressing threat on the health of our Great Lakes ecosystem.

The nation hailed the passage of the Federal Clean Water Act over thirty years ago as a new tool to help eliminate water pollution. Each state has passed its own versions of this law in an effort to partner with the federal government--the states and the federal government working together to end the dumping of contaminants into our waterways.

Good intentions?
Yes.

Significant progress made toward eliminating the dumping of chemicals into our waters? Yes.

A Resounding Success?
No.

Despite clear direction in federal law, the US EPA had to be sued by citizen groups to apply the Clean Water Act to the most dangerous form of contamination that our Great lakes face—biological pollution—namely aquatic nuisance species (ANS). This is without a doubt the number one environmental threat facing Michigan and the entire basin. ANS upsets native fishery and habitat, hurts water quality, recreation and the tourism industry; and increases costs for municipalities and utilities.

In fact, invasive species have cost citizens and businesses more than \$10 billion during the past decade. One report estimates that the Great Lakes fishery spends \$12 million a year to control sea lamprey, \$30 million to control zebra mussels and \$119 million a year because of the ruffe. Also, it costs each individual power company \$1 million per year to deal with zebra mussels on intake pipes. Transfer those costs down to the average citizen and you can see that we are all paying directly for EPA's refusal to stop biological pollution and the number one culprit? Ocean going vessels that discharge untreated ballast water into our waters


Because of years of federal inaction, I sponsored Senate Bill 332 in 2005. The bill flew through both chambers without opposition in committee and was signed into law. Our large business organizations all supported passage of this legislation due to the costs that invasive species have had on business operations in this state. Now Public Act 33, this measure formed a Great Lakes Aquatic Nuisance Species Coalition of the basin states to regulate ballast water discharge—essentially substituting state action for federal inaction. It also implemented a new permitting requirement that as of January 1, 2007 requires all ocean going vessels to obtain a permit before entering Michigan ports. They get a permit and a right to enter Michigan ports if they agree to clean ballast water or agree not to discharge.

Various interests representing the ocean going vessel industry claim that they need more time get the technology installed, and they speculate that closing access to our ports may cost jobs and hurt Michigan citizens. They also claim that without other states taking similar action, we will have a patchwork quilt of laws. Nonsense—permits have already been secured by foreign oceangoing vessels that readily acknowledge the need to end biological pollution from ANS. And if we allow others not as responsible more time to comply, every single ship coming into our ports brings with it the chance for real disaster. With Wisconsin taking steps to move forward with similar legislation and other basin states considering their own new legislative proposals, we may be on the verge of implementing the multi-state coalition I envisioned when we passed PA 33 of 2005

We already know the real costs that federal inaction has brought to our bear on our state and its citizens. With the implementation of PA 33, Michigan became the recognized leader in preventing ANS. It makes perfectly good sense for Wisconsin and other basin states to follow this lead and begin to work in concert on a plan to regulate ballast water discharges on a regional basis.

We must continue to work together to protect Michigan's most important natural resource, our Great Lakes. I applaud you for sponsoring this important legislation and for pressing for prompt action on legislation to help protect our lakes from this most dangerous form of biological pollution!

Sincerely,



Patty Birkholz
State Senator



WISCONSIN STATE DIVISION OF
The Izaak Walton League of America
INCORPORATED
DEFENDERS OF SOIL, AIR, WOODS, WATERS AND WILDLIFE



Wisconsin Division
Izaak Walton League of America
811 4th St.
Plover, WI 54467-2253
April 26, 2007

Representative Louis Molepske
Committee on Natural Resources
Room 111 North – State Capitol
P.O. Box 8953
Madison, WI 53708-8953

Dear Representative Molepske:

Enclosed is a resolution supporting the enactment of AB-86 and SB-119. This resolution was passed unanimously at annual meeting of the Wisconsin Division of the Izaak Walton League of America in Benton Wisconsin on April 14, 2007.

These bills relate to the management of vessel ballast water in Wisconsin's Great Lake Waters and would require all oceangoing vessels using ports in Wisconsin to obtain a permit from the DNR and be capable of treating ballast water to prevent the further introduction of invasive species.

This legislation is necessary because these alien organisms threaten the health of our waters and the recreational and commercial fishing industries that depend on them. In addition, invasions like the Zebra Mussel have cost our communities and industries millions of dollars to protect drinking water, utilities, and recreation facilities.

The Izaak Walton League is one of the oldest conservation organizations in the United States and we currently are celebrating our 85th anniversary. Our motto is "Defenders of soil, air, woods, waters and wildlife." We believe that this legislation is a vital step in protecting one of Wisconsin's most valuable resources, namely our Great Lakes and inland waters.

We urge your support of this important legislation and request fast action to move it out of committee.

Sincerely,


Gerald J. Ernst
President, Wisconsin Division



WISCONSIN STATE DIVISION OF
The Izaak Walton League of America
INCORPORATED
DEFENDERS OF SOIL, AIR, WOODS, WATERS AND WILDLIFE



Management of Ballast Water in Wisconsin's Great Lake Waters

The Great Lakes have been invaded by invasive (non-native) aquatic organisms and pathogens transported from foreign waters in oceangoing ships' ballast water. Over 160 non-native species have been introduced since the opening of the St. Lawrence Seaway in 1959. A new invasive species is identified in the Great Lakes every seven months according to a McGill University study. A University of Michigan study estimates that 1.5 billion gallons of foreign ballast water is discharged into the Great lakes annually.

The ballast water that harbors these invaders is used to stabilize ships when they are empty or partially loaded and is pumped in or out as needed. The average ship retains 42,000 gallons of ballast water and sludge when traveling the Great Lakes. Exotic organisms are flushed into the lakes as ships take on and discharge this ballast water in the course of their voyage.

Once introduced these foreign non-native organisms are expensive to control and almost impossible to eliminate. These invasive organisms threaten the sport and commercial fishing industries and force communities to spend millions to protect drinking water, power plants, and recreation facilities. To make matters worse, some of these organisms have also infected our inland waters.

On February 22, 2007 Assembly Bill 86 was introduced and on March 28, 2007 Senate Bill 119 was introduced in the Wisconsin Legislature. Both of these bills require operators of oceangoing vessels using ports in Wisconsin to get a permit from the Department of Natural Resources. To obtain the permit it must be demonstrated that the vessel is not capable of taking on ballast water or that the vessel is equipped with technology that the DNR determines can prevent the introduction of aquatic nuisance species into the Great Lakes. This legislation carries a fine of up to \$25,000 per day for violations.

Therefore be it resolved that the Wisconsin Division of the Izaak Walton League of America at their annual meeting in Benton Wisconsin on April 14, 2007 urge the Wisconsin Legislature and Governor to pass and enact AB-86 and SB-119 to manage ballast water in Wisconsin waters. Be it further resolved that copies of this resolution be mailed to the Assembly Committee on Natural Resources members, Senate committee on Environment and Natural Resources members, and Governor Doyle.

RESOLUTION NO. _____

TO THE HONORABLE CHAIRMAN AND MEMBERS OF THE PORTAGE COUNTY BOARD OF SUPERVISORS:

RE: **SUPPORTING STATE EFFORTS TO ADDRESS THE NON-NATIVE AQUATIC INVASIVE SPECIES PROBLEM**

WHEREAS, Wisconsin's lakes, rivers, streams, and wetlands are in jeopardy due to the spread of non-native aquatic invasive species within the State of Wisconsin; and

WHEREAS, the non-native aquatic invasive species can threaten the diversity and abundance of native species, alter our ecosystems, affect our ability to utilize public waters for recreational activities, and threaten our tourism industry; and

WHEREAS, the Department of Natural Resources Lake Planning Grants, and the Department of Natural Resources Lake Protection Lake Classification Grants are currently funded at 75% State cost-share rate; and

WHEREAS, the Department of Natural Resources Aquatic Invasive Species (AIS) grants only provide a 50% State cost-share rate to local governments, requiring them to fund the remaining 50%; and

WHEREAS, because these are State waters and non-native aquatic invasive species are a problem that needs to be addressed throughout Wisconsin, and because counties may be unfairly burdened with the cost of attempting to control these species simply as a result of the natural distribution of our lakes, rivers, streams, and wetlands; the State should shoulder the majority of the responsibility for funding these non-native aquatic invasive species grants; and

WHEREAS, local units of government, including lake associations and not-for-profit conservation groups, are currently eligible for other Department of Natural Resources Lake grants.

NOW, THEREFORE, BE IT RESOLVED, that the Legislature of the State of Wisconsin support local efforts to prevent the spread of non-native aquatic invasive species by increasing the percentage for the Department of Natural Resources Aquatic Invasive Species (AIS) grants from 50% to 75%, which is the State rate already established for the other Department of Natural Resources lake planning, protection, and classification grants, and to revise the eligibility criteria to allow qualified lake associations and other not-for-profit conservation organizations to be eligible for these AIS grants; and

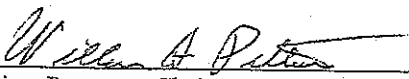
BE IT FURTHER RESOLVED, that the Portage County Board of Supervisors supports increasing the State cost-share rate and expanding the eligible groups to address the non-native aquatic invasive species problems in our State waters; and

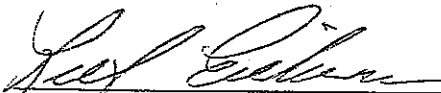
BE IT FURTHER RESOLVED, that a copy of this resolution be provided to the Wisconsin Department of Natural Resources Secretary, Scott Hassett, Governor James Doyle, members of the Legislature representing Portage County, and the Wisconsin Land and Water Conservation Association.

Dated this 21st day of September 2005


Respectfully submitted,

PORTAGE COUNTY LAND CONSERVATION COMMITTEE

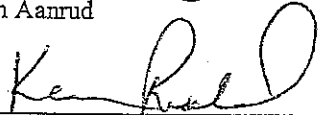

William Peterson, Chair


Leif Erickson, Vice-Chair


Robert Brilowski, Secretary


Don Aanrud


Charles Gussel


Kevin Ruehl

**FINAL DETERMINATION AND NOTICE
REGARDING
BALLAST WATER TREATMENT FOR OCEANGOING VESSELS
ON THE GREAT LAKES**

In accordance with the authority vested in me pursuant to Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, I determine the following:

1. Protection of the Great Lakes from new introductions of aquatic invasive species (AIS) is an economic and ecological imperative. Ballast water and sediment releases from ships coming into the Great Lakes will result in new introductions of AIS unless and until appropriate regulatory responses are implemented. Previous introductions of invasive species, such as zebra mussels via vessels' untreated ballast water, have cost the state of Michigan millions of dollars in damage to municipal, industrial and recreational infrastructure, loss of fisheries, and loss of recreational water uses. These costs are continuing to incur, because once invasive species are introduced to an ecosystem, their negative effects are permanent. In addition to the economic damages, the damage to Michigan's aquatic ecosystems by invasive species is profound and permanent. All across Michigan and the Great Lakes there are examples of aquatic ecosystems undergoing dramatic and deleterious changes, including changes to the critical lower food web as a result of invasive species. Currently required ballast water management practices, such as ballast water exchange, are an important component of effective actions, but are too variable to be fully protective of the Great Lakes by themselves. Alternatives to management practices such as ballast water treatment must be used as soon as possible to protect the Great Lakes from the likelihood of introducing new invasive species.
2. Michigan passed legislation in 2001 (PA 114) requiring ships on the Great Lakes to report on whether they are using ballast water management practices to reduce aquatic invasive species. The legislation also requires the Michigan Department of Environmental Quality (MDEQ) to make a determination whether there is ballast water treatment that could be used by oceangoing ships on the Great Lakes. Michigan's legislation addresses safety (for the vessel, crew and passengers) and effectiveness (prevention of introductions). There are, however, a number of other considerations, including the ability of the treatment to meet eventual national or international discharge standards, the importance of national applicability of treatment methods for both environmental and economic reasons, the practicality of shipboard installation and operation, and ease of regulatory enforcement. The best way to concurrently address all considerations is to aggressively pilot treatment methods on board oceangoing vessels and to work to improve such systems.
3. Ballast water treatment is a complex issue. Not all treatments are appropriate for all types, sizes, and ages of vessels or in all ballast conditions. National discharge standards are under development in the United States by the U.S. Coast Guard and in the ratification stage by member states of the International Maritime Organization through its

Convention for the Control and Management of Ships' Ballast Water and Sediments. The next step is for shipping companies to choose and install treatment methods that could be used on board oceangoing ships and rigorously test them in the interest of protecting the Great Lakes from future introductions of aquatic invasive species.

4. Based upon extensive survey work conducted by the MDEQ, it is apparent that a wide variety of treatments are undergoing testing worldwide, including physical and chemical technologies. A few, such as ultraviolet light and filtration, have undergone evaluation on board operating ships. Other treatments have been tested on ship platforms, in laboratories, or in ship-side or shore-side facilities and are ready for evaluation on operating ships. Some technologies such as de-oxygenation have the potential for lowering ship operating costs as a result of reduced corrosion in ballast tanks, once fully tested. Other systems use technologies well-proven in non-ship applications and are undergoing research on adaptation to ship use, such as biocides. An ultra violet light with filtration system has been approved for treatment on board a cruise ship under the state of Washington's ballast water regulation legislation. Much of the work on ballast water treatment has been accomplished with public funding in partnership with industry. The next steps are for industry to install treatments that could be used on board oceangoing ships and to rigorously test the systems under operating conditions.
5. The timing of this determination is based on results of a ballast water treatment study on sodium hypochlorite by the MDEQ in 2001-2004, the adoption (and early ratification by two countries) of a Convention for the Control and Management of Ships' Ballast Water and Sediments by the International Maritime Organization in 2004, implementation in 2004 of the state of Washington's ballast water treatment regulations, inception of the U.S. Coast Guard's Shipboard Technology Evaluation Program (S.T.E.P) in 2004, and results of a survey of principal investigators conducted by the Office of the Great Lakes on treatment technology progress worldwide in 2003. This determination is an opportunity to use the momentum from these events to push ahead with treatment installation and refinement. The MDEQ looks forward to working with the oceangoing shipping industry to take advantage of this momentum and put in place ballast water treatment to prevent new introductions of aquatic invasive species to the Great Lakes.

Determination

The determination under Public Act 451 of 1994; Sec. 3103a; 324.3103a (2)(d)(i) is that one or more ballast water treatment methods which protect the safety of the vessel, its crew, and its passengers could be used by oceangoing vessels to prevent introductions of aquatic invasive species into the Great Lakes. "Oceangoing vessel" means a vessel that operates on the Great Lakes or the St. Lawrence waterway after operating in waters outside of the Great Lakes or the St. Lawrence waterway. This determination does not approve a particular treatment. The decision on which treatment to install will have to be made by shipping companies for individual ships and based on the considerations in Section 2, above.

Under Sec. 3103a; 324.3103a (2)(d)(ii) of the same act, the MDEQ must also determine a date after which ballast water treatment could be used by all oceangoing vessels operating on the

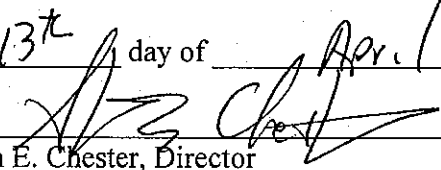
Ballast Water Final Determination

Page 3


Great Lakes. The date is determined to be January 1, 2007. In addition, under Public Act 451 of 1994; Section 324.3103a (3)(a), the MDEQ must compile and maintain a list of all oceangoing vessels that, after the date specified in Subsection (2)(d)(ii), have been using one of these ballast water treatment methods during the previous 12 months. Therefore, as of the opening of the St. Lawrence Seaway navigation season in 2008, all oceangoing vessels must report to the MDEQ on whether ballast water treatment is being used. The MDEQ will make available the necessary forms and will post the list of ships reporting on the MDEQ ballast water reporting Web site.

Issued this 13th day of April, 2005

By:


Steven E. Chester, Director
Michigan Department of Environmental Quality

224 total



Department of Environmental Quality

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key topics

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2007 List of vessels reported as complying with the requirements of 1994 PA 451, Section 3103a of the Natural Resources and Environmental Protection Act
This Ballast Water Reporting list is authorized by Section 3103 of the NREPA 1994 PA 451, as amended. Any vessel owner and/or operator, and any persons who have contracts for transportation of cargo with an operator that is not on this list are not eligible for a new grant, loan, or award administered by the Michigan Department of Environmental Quality (MDEQ).

For oceangoing vessels: The following vessels have stated compliance with the Code of Best Management Practices for Ballast Water Management provided by the Shipping Federation of Canada (Attachment A).

For nonoceangoing vessels: The following vessels have stated compliance with Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species within the Great Lakes by United States and Canadian Domestic Shipping, provided by the Lake Carrier's Association and the Canadian Shipowners' Association to the MDEQ (Attachment B).

Vessels listed by name: [A-C](#) [D-I](#) [J-P](#) [Q-Z](#)

	Vessel Name	Owner or Operator	IMO Number	Flag
1	A-C			
2	A-410	Andrie, Inc.	6511374	USA
3	Adam E. Cornelius	American Steamship Company	7326245	USA
4	Agawa Canyon	Algoma Central Marine/Seaway Marine Transport	7028556	Canada
5	Algocape	Algoma Central Marine/Seaway Marine Transport	6703214	Canada
6	Algoeast	Algoma Tankers Limited	7526924	Canada
7	Algoisle	Algoma Central Marine/Seaway Marine Transport	5417820	Canada
8	Algolake	Algoma Central Marine/Seaway Marine Transport	7423093	Canada
9	Algomarine	Algoma Central Marine/Seaway Marine Transport	6816607	Canada
10	Algonorth	Algoma Central Marine/Seaway Marine Transport	7028104	Canada

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Related Content

- 2006 List of vessels reported as complying with the requirements of the Natural Resources and Environmental Protection Act

Final Determination:

- Notice Regarding Ballast Water Treatment for Oceangoing Vessels

Great Lakes PDF

- 2005 List of vessels reported as complying with the requirements of PA 451, Section 3103 of the Natural Resources and Environmental Protection Act

2004 List of vessels reported as complying with requirements of 1994 PA 451, Section 3103a of the Natural Resources and Environmental Protection Act

Frequently Asked Questions

- Ballast water management practices provided by the Shipping Federation of Canada (Attachment B)
- Ballast water management practices provided by the Lake Carrier's Association and the Canadian Shipowners' Association (Attachment B)

- 2002 List of vessels reported as complying with the requirements of PA 451, Section 310 the Natural Resources Environmental Protection Act
- 2003 List of vessels reported as complying with the requirements of PA 451, Section 310 the Natural Resources Environmental Protection Act
- Ballast Water Report Legislation - Natural Resources and Environmental Protection Act (Act 451, Part 31 Section 3103a) **DOC**

11	Algontario	Algoma Central Marine/Seaway Marine Transport	5301980	Canada
12	Algoport	Algoma Central Marine/Seaway Marine Transport	7810844	Canada
13	Algorail	Algoma Central Marine/Seaway Marine Transport	6805531	Canada
14	Algosar	Algoma Tankers Limited	7634288	Canada
15	Algosoo	Algoma Central Marine/Seaway Marine Transport	7343619	Canada
16	Algosteel	Algoma Central Marine/Seaway Marine Transport	6613299	Canada
17	Algoville	Algoma Central Marine/Seaway Marine Transport	6800919	Canada
18	Algoway	Algoma Central Marine/Seaway Marine Transport	7221251	Canada
19	Algowood	Algoma Central Marine/Seaway Marine Transport	7910216	Canada
20	Algscofia	Algoma Tankers Limited	9273222	Canada
21	Algosea	Algoma Tankers Limited	9127198	Canada
22	Alpena	American Transport Leasing, Inc.	5206362	U.S.
23	Amélia Desgagnés	Transport Desgagnés	7411167	Canada
24	American Century	American Steamship Company	7923196	USA
25	American Courage	American Steamship Company	7634226	USA
26	American Fortitude	American Steamship Company	5105843	USA
27	American Integrity	American Steamship Company	7514696	USA
28	American Mariner	American Steamship Company	7812567	USA
29	American Republic	American Steamship Company	7914236	USA
30	American Spirit	American Steamship Company	7423392	USA
31	American Valor	American Steamship Company	5024738	USA
32	American Victory	American Steamship Company	5234395	USA
33	Anna Desgagnés	Transport Desgagnés, Inc.	8600507	Canada
34	Antikeri	Orion Shiptrade S.A. Marshall Islands	8200503	Maltese
35	Arthur M. Anderson	Great Lakes Fleet, Inc.	5025691	USA
36	Assiniboine	Canada Steamship Lines	7413218	Canada
37	Atlantic Castle	W.W. Chartering Services GmbH & Co. KG	9216602	Antigua & Barbuda
38	Atlantic Erie	Canada Steamship Lines	8016639	Canada
39	Atlantic Huron	Canada Steamship Lines	8025680	Canada
40	Balchik	Navigation Maritime Bulgare	9039975	Bulgaria
41	Barbara Andrieu/Tankbarge A-390	Andrieu, Inc.	5097187/4914	USA
42	Bayridge Service	Hornbeck Offshore Transportation, LLC	8101654	U.S.



43	Bogdan	Navigation Maritime Bulgare	9132492	Bulgaria
44	Buffalo	American Steamship Company	7620653	USA
45	Burns Harbor	American Steamship Company	7514713	USA
46	Calliope Patronicola	Westwind E.N.E.	8315229	Greece
47	Calumet	Grand River Navigation Company	5244807	USA
48	Canadian Enterprise	Upper Lakes Group/Seaway Marine Transport	7726677	Canada
49	Canadian Leader	Upper Lakes Group/Seaway Marine Transport	6719330	Canada
50	Canadian Miner	Upper Lakes Group/Seaway Marine Transport	6601674	Canada
51	Canadian Navigator	Upper Lakes Group/Seaway Marine Transport	6707961	Canada
52	Canadian Olympic	Upper Lakes Group/Seaway Marine Transport	7432783	Canada
53	Canadian Progress	Upper Lakes Group/Seaway Marine Transport	6821999	Canada
54	Canadian Prospector	Upper Lakes Group/Seaway Marine Transport	5426663	Canada
55	Canadian Provider	Upper Lakes Group/Seaway Marine Transport	5407277	Canada
56	Canadian Ranger	Upper Lakes Group/Seaway Marine Transport	6723771	Canada
57	Canadian Transfer	Upper Lakes Group/Seaway Marine Transport	6514869	Canada
58	Canadian Transport	Upper Lakes Group/Seaway Marine Transport	7711737	Canada
59	Captain Henry Jackman	Algoma Central Marine/Seaway Marine Transport	8006323	Canada
60	Cason J. Callaway	Great Lakes Fleet, Inc.	5065392	USA
61	Catherine Desgagnés	Transport Desgagnés, Inc.	5133979	Canada
62	Cécilia Desgagnés	Transport Desgagnés, Inc.	7034828	Canada
63	Cedarglen	Canada Steamship Lines	5103974	Canada
64	Charles M. Beeghly	Interlake Steamship Company	5322518	USA
65	Cuyahoga	Lower Lakes Towing Ltd.	815560	Canada
66	D-I			
67	Daviken	Viken Lakers II As	8505848	Bahamas
68	Edgar B. Speer	U.S. Bank National Association	7625952	USA
69	Edward L. Ryerson	Indiana Harbor Steamship Company	5097606	USA
70	Edwin H. Gott	Great Lakes Fleet, Inc.	7606061	USA
71	Elise Oldendorff	Aruba Maritime Inc.	9134816	Liberia
72	Energy 5501	Hornbeck Offshore Transportation, LLC	8646989	U.S.

73	Energy 6505	Hornbeck Offshore Transportation, LLC	8646941	U.S.
74	English EN-US; mso-bidi-language: AR-SA">River	Lafarge	5104382	Canada
75	Federal Agno	Baffin Investments Ltd.	8316522	Hong Kong
76	Federal Asahi	Baffin Investments Ltd.	9200419	Hong Kong
77	Federal Danube	Canada Venus Shipping Company, Ltd.	9271511	Cyprus
78	Federal Elbe	Canada Antares Shipping Company, Ltd.	9230000	Cyprus
79	Federal Ems	Canada Moon Shipping Company, Ltd.	9229984	Cyprus
80	Federal Fuji	Viken Lagers AS	8321931	Bahamas
81	Federal Hudson	Federal Oceans Ltd.	9205902	Hong Kong
82	Federal Hunter	Federal Oceans Ltd.	9205938	Hong Kong
83	Federal Katsura	Redrose Navigation, S.A.	9293923	Panama
84	Federal Kivalina	Federal Oceans Ltd.	9205885	Hong Kong
85	Federal Kumano	Mi-Das Line S.A.	9244257	Hong Kong
86	Federal Kushiro	Wealth Line, Inc.	9284702	Panama
87	Federal Leda	Canadian Sirius Shipping Company, Ltd.	9229996	Cyprus
88	Federal Maas	Federal Atlantic Ltd.	9118135	Barbados
89	Federal Mackinac	KG MS Baltic Castle Schiffahrtsgesellschaft mbH & Co.	9299460	Liberia
90	Federal Manitou	Reederei M. Lauterlung GmbH & Co. KG	9283538	Antigua & Barbuda
91	Federal Margaree	MS Lake Ontario	9299472	Liberia
92	Federal Matane	Pacific Castle Shipping Ltd.	9283540	Antigua & Barbuda
93	Federal Mattawa	Reederei M. Lauterlung GmbH & Co. KG	9315537	Liberia
94	Federal Miramichi	MS Lake Erie	9315549	Antigua & Barbuda
95	Federal Nakagawa	Ocean Castle Shipping Ltd.	9278791	Hong Kong
96	Federal Oshima	Reederei M. Lauterlung GmbH & Co. KG	9200330	Hong Kong
97	Federal Patroller	MS Lake St. Clair	9190092	Cyprus
98	Federal Pioneer	Inter-Oceans Co. Ltd.	9190080	Cyprus
99	Federal Polaris	Federal Oceans Ltd.	8231929	Canada
100	Federal Power	Aspire Navigation Company, Ltd.	9190119	Cyprus
101	Federal Pride	Viken Lagers II AS	9190107	Cyprus
102	Federal Rhine	Acer Pro Navigation Company, Ltd.	9110925	Barbados
103	Federal Rideau	Pentium Pro Navigation Company, Ltd.	9200445	Hong Kong
104	Federal Saguenay	Federal Atlantic Ltd.	9110913	Barbados
105	Federal Sakura	Federal Oceans Ltd.	9288291	Panama
106	Federal Schelde	Federal Atlantic Ltd.	9118147	Barbados

107	Federal Seto	Salter Shipping, S.A.	9267209	Hong Kong
108	Federal Shimanto	Wealth Line, Inc.	9218404	Panama
109	Federal St. Laurent	Federal Atlantic Ltd.	9110896	Barbados
110	Federal Welland	Federal Oceans Ltd.	9205926	Hong Kong
111	Federal Weser	Canada Sun Shipping Company, Ltd.	9229972	Cyprus
112	Federal Yoshino	Wealth Line, Inc.	9218416	Panama
113	Federal Yukon	Federal Oceans Ltd.	9205897	Hong Kong
114	Frontenac	Canada Steamship Lines	6804848	Canada
115	G.L. Ostrander	Lafarge North America	7501106	U.S.
116	Gisela Oldendorff	Aruba Maritime Inc.	9134804	Liberia
117	Gordon C. Leitch	Upper Lakes Group/Seaway Marine Transport	6815237	Canada
118	Goviken	Viken Lakers II As	8505850	Bahamas
119	Great Lakes Trader	VanEnkevort Tug & Barge	1091839	USA
120	H. Lee White	American Steamship Company	7366362	USA
121	Halifax	Canada Steamship Lines	5120075	Canada
122	Hannah-3601	Hannah Marine Corporation	542885	USA
123	Hannah-5101	Hannah Marine Corporation	570990	USA
124	Hannah-6301	Hannah Marine Corporation	629735	USA
125	Herbert C. Jackson	Interlake Steamship Company	5148477	USA
126	Indiana Harbor	American Steamship Company	7514701	USA
127	Innovation	Andrie, Inc.	1184532	USA
128	Integrity	Lafarge North America	1044267	U.S.
129	Invincible - Tug/	Grand River Navigation Company	7723819/	USA
130	McKee Sons - Barge		5216458	
131	Inviken	Fednav International	8212087	Bahamas
132	J-P			
133	J.A.W. Iglehart	American Transport Leasing, Inc.	5139179	U.S.
134	James R. Barker	Interlake Steamship Company	7390290	USA
135	James Norris	Upper Lakes Group/Seaway Marine Transpo	5169124	Canada
136	John B. Aird	Algoma Central Marine/Seaway Marine Transport	8002432	Canada
137	John D. Leitch	Upper Lakes Group/Seaway Marine Transport	6714586	Canada
138	John G. Munson	Great Lakes Fleet, Inc.	5173670	USA
139	John J. Boland	American Steamship Company	7318901	USA
140	Joseph H. Thompson	Upper Lakes Towing Company	949094	SA
141	Joseph L. Block	Indiana Harbor Steamship Company	7502320	USA
142	Kamenitza	Navigation Maritime Bulgare	8006256	Bulgaria
143	Katia	Katia Shipping Co. Ltd.	9235490	Antigua and Barbuda

143	Kaye E. Barker	Lakes Shipping Company	5097450	USA
144	Kent Pioneer	Aruba Maritime Inc.	9150731	Liberia
145	Kent Timber	Aruba Maritime Inc.	9150743	Liberia
146	KOM	Navigation Maritime Bulgare	9132480	Bulgaria
147	Lake Erie	Baffin Investments Ltd.	7901150	Marshall Islands
148	Lake Michigan	Baffin Investments Ltd.	7901150	Marshall Islands
149	Lake Ontario	Baffin Investments Ltd.	7901148	Marshall Islands
150	Lake Superior	Baffin Investments Ltd.	7910175	Marshall Islands
151	Laurentien	Canada Steamship Lines	7423108	Canada
152	Lee A. Tregurtha	Lakes Shipping	5385625	USA
153	Lewis J. Kuber	Buckeye Holdings LLC	5336351	U.S.
154	M.V. Earl W.	Wisconsin & Michigan Steamship Company	7366398	U.S.
155	M.V. David Z.	Wisconsin & Michigan Steamship Company	7329314	U.S.
156	M.V. Wolverine	Wisconsin & Michigan Steamship Company	7366403	U.S.
157	Malyovitz	Navigation Maritime Bulgare	8203359	Bulgaria
158	Manistee	Grand River Navigation Company	5294307	USA
159	Maria Desgagnés	Transport Desgagnés, Inc.	9163752	Canada
160	Maumee	Grand River Navigation Company	5057709	USA
161	Mélissa Desgagnés	Transport Desgagnés, Inc.	7356501	Canada
162	Mesabi Miner	Interlake Steamship Company	7390272	USA
163	Michigan - Tug/ Great Lakes - Barge	Keystone Great Lakes	8121795	USA
164	Michipicoten	Lower Lakes Towing Ltd.	5102865	Canada
165	Mississagi	Lower Lakes Towing Ltd.	5128467	Canada
166	Millet	Atlaska Plovdba d.d.	8113372	Croatia
167	Montrealais	Upper Lakes Group/Seaway Marine	5241142	Canada
168	My Nogat	Nogat Shipping Ltd.	9154268	Cyprus
169	Nanticoke	Canada Steamship Lines	7902233	Canada
170	Niagara	Canada Steamship Lines	7128432	Canada
171	Okolchitza	Navigation Maritime Bulgare	8120375	Bulgaria
172	Olympic Melody	Occidental E.N.E.	8307674	Greece
173	Olympic Mentor	Mirastar E.N.E.	8307650	Greece
174	Olympic Merit	Pennine Special Maritime Enterprise	8315217	Greece
175	Olympic Miracle	Transpacific Special Maritime Enterprise	8307662	Greece

176	Orsula	Atlanska Plovidba d.d.	9110901	Croatia
177	Pathfinder	Interlake Steamship Company	5166768	USA
178	Paul R. Tregurtha	Interlake Steamship Company	7729057	USA
179	Pereilk	Navigation Maritime Bulgare	9132507	Bulgaria
180	Pere Marquette 41	Pere Marquette Shipping	5073894	USA
181	Persenk	Navigation Maritime Bulgare	9132519	Bulgaria
182	Peter R. Cresswell	Algoma Central Marine/Seaway Marine Transport	8016641	Canada
183	Petrolia Desgagnés	Transport Desgagnés, Inc.	7382976	Canada
184	Philip R. Clarke	Great Lakes Fleet, Inc.	5277062	USA
185	Pineglen	Canada Steamship Lines	8409331	Canada
186	Presque Isle - Barge	GLF Great Lakes Corporation	102	USA
187	Presque Isle - Tug	GLF Great Lakes Corporation	7303877	USA
188	Q-Z			
189	Quebecois	Upper Lakes Group/Seaway Marine Transport	5287847	Canada
190	Rebecca Lynn	Andrie, Inc.	296818	USA
191	Reserve	Reserve Holding, LLC	5293341	USA
192	Robert F. Deegan	Port Richmond Marine, Inc.	1104404	USA
193	Roger Blough	Great Lakes Fleet, Inc.	7222138	USA
194	Rt. Hon. Paul J. Martin	Canada Steamship Lines	7324405	Canada
195	Saginaw	Lower Lakes Towing Ltd.	5173876	Canada
196	Sam Laud	American Steamship Company	7390210	USA
197	Samuel de Champlain	Andrie, Inc.	7433799	USA
198	Sandviken	Viken Lakers II As	8504882	Bahamas
199	Sauniere	Algoma Central Marine/Seaway Marine Transport	7028499	Canada
200	Seneca	Olympia Navigation Co. Marshall Islands	8200486	Maltese
201	Smolyan	Navigation Maritime Bulgare	9046083	Bulgaria
202	Spar Garnet	Spar Shipholding AS	8319548	Norway
203	Spar Jade	Spar Shipholding AS	8319550	Norway
204	Spar Opal	Spar Shipholding AS	8319392	Norway
205	Spar Ruby	Spar Shipholding AS	8406913	Norway
206	St. Clair	American Steamship Company	7403990	USA
207	St. Marys Challenger	Wilmington Trust Company	5009984	USA
208	St. Marys Conquest	St. Marys Cement, Inc.	236823	USA
209	Stefania I	Heritage Shipping Co. Ltd	8406925	Malta
210	Stephen B. Roman	Essroc Italicement/Seaway Marine Transport	6514900	Canada
211	Stewart J. Cort	Wilmington Trust Company	532272	USA
212	Tadoussac	Canada Steamship Lines	6918416	Canada
213	Teteven	Navigation Maritime Bulgare	8915861	Bulgaria

214	Thalassa Desgagnés	Transport Desgagnés, Inc.	7382988	Canada
215	Tradewind Service	Hornbeck Offshore Transportation LLC	7612307	U.S.
216	Tulia	Tulia Shipping	9312729	Netherlands
217	Tuscarora	Lake Breeze Shipping & Trading Inc., Monrovia	8120698	Liberian
218	Utviken	Viken Lakers II AS	8212099	Bahamas
219	Véga Desgagnés	Transport Desgagnés, Inc.	7927960	Canada
220	Walter J. McCarthy, Jr.	American Steamship Company	7514684	USA
221	Wilfred Sykes	Indiana Harbor Steamship Company	5389554	USA
222	Yarmouth	Eastlanke Marine Ltd.	8316584	Marshall Islands
223	Yosemite	Yosemite Ltd.	8406901	Liberia
224	Yucatan	Yucatan Marine Ltd	9146819	Liberia

revised February 21, 2007

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MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY
Office of the Great Lakes

2007 Ballast Water Management Practices Report Form

This form is authorized by Section 3103 of the Michigan Natural Resources and Environmental Protection Act, 1994 PA 451, as amended. Completion of this form is required of any vessel owner and/or operator operating on the Great Lakes or St. Lawrence Waterway. Any persons who have contracts for transportation of cargo with an operator that does not report the use of the approved ballast water management practices are not eligible for a new grant, loan, or award administered by the Michigan Department of Environmental Quality (MDEQ).

1. Vessel Information			
Vessel Name	Owner	Vessel Type	
IMO Number	Flag	Yes	No
Is this vessel an oceangoing vessel operating on the Great Lakes and the St. Lawrence waterway?			
Is this vessel a nonoceangoing vessel operating on the Great Lakes and the St. Lawrence waterway?			

2. Ballast Water Management	
For oceangoing vessels:	
During the last 12 months, has the vessel maintained compliance with the Code of Best Management Practices for Ballast Water Management provided by the Shipping Federation of Canada? (See Attachment A)	
Yes	No
For nonoceangoing vessels:	
During the last 12 months, has the vessel maintained compliance with the Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species within the Great Lakes by the United States and Canadian Domestic Shipping provided by the Lake Carriers' Association and the Canadian Shipowners' Association? (See Attachment B)	
Yes	No
Is the vessel currently complying with the ballast water management practices in Attachment B?	

3. Responsible Officer's Signature	
Signature: _____	Please return this form to: Office of the Great Lakes Ballast Water Reporting Program Department of Environmental Quality Constitution Hall P.O. Box 30473 Lansing, Michigan 48909-7973 or fax to 517-335-4053
Name (Printed): _____	
Title: _____	
Address: _____	
Email address: _____	
Date: _____	

The MDEQ will compile a list of vessels complying with the ballast water management practices identified above and post the list on the MDEQ Ballast Water Reporting web site (<http://www.michigan.gov/deqballastwaterprogram>).

Instructions for the 2007 Ballast Water Reporting Form

Section 1. Vessel Information

Vessel Name: Enter the name of the vessel.

IMO Number: Identification number of the vessel used by the International Maritime Organization.

Owner: Name of the registered owner(s) of the vessel. If under charter, enter operator name.

Vessel Type: Select specific vessel type. Use the following abbreviations: bulk (bc), ro-ro (rr), container (cs), tanker (ts), passenger (pa), oil/bulk ore (ob), general cargo (gc), reefer (rf).

Flag: Identify the full name of the country under whose authority the ship is operating. No abbreviations please.

Oceangoing Vessel: Indicate whether the vessel is an oceangoing vessel operating on the Great Lakes and the St. Lawrence waterway. Check Yes or No.

Nonoceangoing Vessel: Indicate whether the vessel is a nonoceangoing vessel operating on the Great Lakes and the St. Lawrence waterway. Check Yes or No.

Section 2. Ballast Water Management

For oceangoing vessels:

- Indicate whether during the last 12 months, the vessel maintained compliance with the Code of Best Management Practices for Ballast Water Management provided by the Shipping Federation of Canada. (See Attachment A) Check Yes or No.
- Indicate whether the vessel is currently complying with the ballast water management practices in Attachment A. Check Yes or No.

For nonoceangoing vessels:

- Indicate whether during the last 12 months, the vessel maintained compliance with the Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species within the Great Lakes by the United States and Canadian Domestic Shipping, provided by the Lake Carriers' Association and the Canadian Shipowners' Association? (See Attachment B) Check Yes or No.
- Indicate whether the vessel is currently complying with the ballast water management practices in Attachment B. Check Yes or No.

Section 3. Title and Signature

Responsible officer's signature, name and title and address: The responsible officer may be an owner, operator or agent. Enter signature, name, title address and date.

Please send a completed form for each vessel to:

Office of the Great Lakes
Ballast Water Reporting Program
Department of Environmental Quality
P.O. Box 30473
Lansing, Michigan 48909-7973

Also, the forms may be submitted by fax to 517-335-4053. This form may be submitted electronically by going to the following web site.

<http://www.michigan.gov/decballastwaterprogram>

The MDEQ will compile a list of vessels complying with the ballast water management practices identified above and post the list on the MDEQ Ballast Water Reporting web site at http://www.michigan.gov/deq/0,1607,7-135-3307_3667_8278-155135--,00.html

Any questions regarding this form should be forwarded to the Office of the Great Lakes at 517-335-4056.

Resolution

Support for Strong State and Federal Legislation on Great Lakes Ballast Water Treatment

WHEREAS, Lake Michigan and Lake Superior are critically important bodies of water that provide outstanding fishing, hunting and other recreational opportunities for the hunters anglers and trappers which make up the membership of the Wisconsin Wildlife Federation; and

WHEREAS, as a result of these recreational pursuits, Lake Superior and Lake Michigan are extremely valuable to the citizens of Wisconsin and the state's economy; and

WHEREAS, internationally based ships enter the these waters and discharge their untreated ballast water into the Great Lakes and as a result many exotic invasive species have been introduced into Lake Michigan and Lake Superior; and

WHEREAS, over 186 damaging invasive species have been introduced into the Great Lakes through ballast water discharge including zebra mussels, white perch, the round goby and the spiny water flea; and

WHEREAS, a seriously damaging rhabdovirus known as Viral Hemorrhagic Septicemia (VHS) has been found in the Great Lakes and will enter into the Mississippi River drainage and causes severe loss to a wide variety of fish species; and

WHEREAS, the presence of these invasive organisms in Lake Michigan, Lake Superior and the Mississippi River also pose serious threats to Wisconsin's valuable inland water fisheries due to the transfer of these species accidentally by recreational boaters, including anglers; and

WHEREAS, there are treatment methods available to treat ship ballast water from international ships so as to prevent future discharges of exotic invasive species into the waters of the Great Lakes; and

WHEREAS, the State of Michigan has adopted stringent treatment requirements applicable to ballast water discharges from international ships; and

WHEREAS, legislation has been introduced in the U. S. Congress and the Wisconsin Legislature to require the treatment of ballast water from international ships sailing on the Great Lakes.

NOW THEREFORE BE IT RESOLVED that the Wisconsin Wildlife Federation, in its annual meeting assembled April 13-15, 2007 in Stevens Point, Wisconsin, hereby urges the President of the United States, the U.S. House of Representatives, the U. S. Senate, the Governor of Wisconsin, the Wisconsin Assembly and the Wisconsin Senate to enact regulations requiring the treatment of ballast water from international ships into the Great Lakes so as to prevent the future discharge of exotic invasive species into these waters; and

NOW THEREFORE BE IT RESOLVED that the Wisconsin Wildlife Federation request the Governor, the Attorney General and Secretary of the Department Natural Resources intervene on the side of the State of Michigan in the lawsuit challenging the State of Michigan's ballast water treatment regulations.

NOW THEREFORE BE IT FURTHER RESOLVED that the Wisconsin Wildlife Federation deliver copies of this resolution to the President, the Governor, the Attorney General, the DNR Secretary, the Wisconsin Congressional delegation and the Members of the Wisconsin Legislature.

Submitted to the Annual Meeting by the Great Lakes Committee of the Wisconsin Wildlife Federation.

Committee Chair Larry Freitag



**LEAGUE OF WOMEN VOTERS®
OF WISCONSIN, INC.**

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<http://www.lwwwi.org>
lwwwisconsin@lwwwi.org

May 23, 2007

To: Senate Environment and Natural Resources Committee

Re: Support SB 119 Great Lakes Ballast Water Bill

Thank you for the opportunity to speak in support of SB 119, relating to ballast water management, making an appropriation, and providing a penalty. In an effort to protect the Great Lakes ecosystem, the League of Women Voters of Wisconsin has joined with other Leagues in the Lake Michigan League of Women Voters, whose purposes are to promote political responsibility through informed and active participation of citizens in government and to act on selected governmental issues affecting the Lake Michigan watershed.

Aquatic invasive species are threatening America's waters, wildlife and economy. Invasive species cause about \$200 million in ecological and economic losses each year. Not only has the zebra mussel invaded Lake Michigan and many of our state lakes but the viral hemorrhagic septicemia or VHS which causes anemia and hemorrhaging has now infected fish in Lake Winnebago.

Lake Michigan League of Women Voters, environmental groups, scientists, sportsmen, boating equipment manufacturers, state agencies and the media agree that something needs to be done now. Since Congress has not passed comprehensive legislation to fight the introduction and spread of aquatic invasive species, now is the time for our Wisconsin state legislators to act. We need to protect Lake Michigan and our state lakes.

Invasive species are one of the worst threats to native biodiversity, inflicting damage to ecosystems, and to our local economies. They can push native species to extinction and harm a wide variety of industries, including fisheries and water supplies. Damages from, and control measures for, aquatic invaders cost this country tens of billions of dollars each year. In addition, the invasive species can ruin Wisconsin's tourism and sports- fishing, a huge economic loss.

Our organizations' members and supporters urge you to support SB 119, a bill that will reduce the introduction and spread of aquatic invaders by enacting standards for ballast water discharge of oceangoing vessels that use a port in this state.

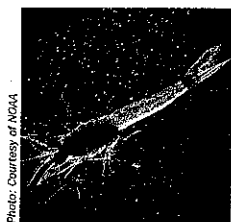
Thank you.

The Lake Effect

ALLIANCE FOR THE
GREAT LAKES
IMPROVE. LIVE. BELONG.
FOURTH GENERATION.

Summer 2007

Great Lakes States Rush to Beat Back Invasives



The bloody red shrimp is one of the latest invasives to enter the Great Lakes.

The Great Lakes can count the bloody red shrimp among the latest unwanted guests to drop by — joining the ranks of the notorious New Zealand mudsnail, round goby and zebra mussel.

Non-native diseases also spread readily throughout the Great Lakes. The most recent: viral hemorrhagic septicemia, or VHS — a pathogen causing massive fatal bleeding in

Michigan United Conservation Clubs in petitioning the court to intervene on Michigan's behalf and support the state's sovereign right to protect its natural resources.

"Michigan's law is the only tool we have right now to stop the onslaught of new invaders from around the world," said Brammeier. "Other states shouldn't wait another day to stop dirty ballast water from being discharged into the Great Lakes."

More than 160 invasive species were documented in the Great Lakes by 2000, representing fish, invertebrates, aquatic plants, algae and pathogens. Scientists say ships' ballast tanks have been the major source of non-native species introductions since the opening of the St. Lawrence Seaway in 1959.

The first reproducing population of bloody red shrimp was found last November in Michigan's Muskegon Lake, and has since been recorded in Lake Ontario — suggesting it is already widespread throughout the Great Lakes. Preferring warmer coastal zones, the shrimp are at high risk of spreading along Great Lakes shorelines and to inland waters. Once established, the shrimp out-compete native fish for food and may concentrate pollutants further up the food chain.

Meanwhile, VHS has prompted states to ban the movement of many live fish and bait species across state borders. Evidence exists that the virus has been in the Great Lakes since at least 2003, making its way into the St. Lawrence River, Lake St. Clair, and Lakes Erie, Ontario and Huron.

Now Wisconsin regulators say it's almost certain the pathogen has reached Lake Michigan. Like the invaders that came before, experts say the problem will likely worsen before it gets better.



Great Lakes ocean vessel loads grain in Superior, Wis.

popular game fish that has been described as an ebola-like virus for fish.

Invasive species remain public enemy No. 1 in the Great Lakes, wreaking havoc with the Lakes' delicate ecology while interfering with the region's economy and the public's enjoyment of the water.

Though much of the damage occurs well below the water's surface, the source of the problem comes from above — borne of the ballast tanks of unregulated oceangoing ships, or "salties," plying their trade on Great Lakes waters.

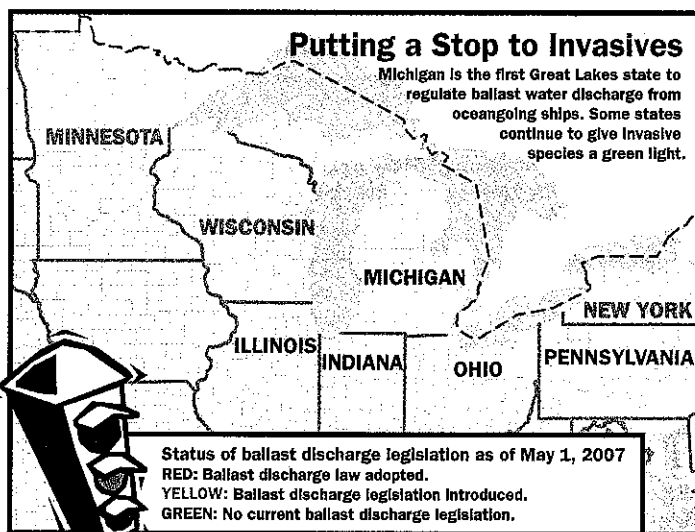
"Every ship that enters the Great Lakes is a potential invasion waiting to happen," said Joel Brammeier, Alliance associate director for policy.

The federal government's inability to effectively regulate the ships that give these invaders a free pass into the Great Lakes has prompted states to rush to fill the void.

Michigan last year became the first state to require that salties either certify they won't discharge invasives to the Great Lakes, or install and use ballast treatment technology before discharging polluted water. Similar legislation has been introduced this year in Wisconsin, New York and Minnesota.

The response from the shipping industry has been to delay and challenge the new regulations. In March, a coalition of shipping groups sued Michigan in an effort to repeal the law and prevent the state from enforcing pollution discharge standards against salties.

The Alliance in April joined the National Wildlife Federation and



Get Your Feet Wet

May 19–Sept. 15, (various dates): North Avenue Beach Cleanups, Chicago Coastal Allies Network (C.A.N.) Join us near the boathouse restaurant at North Avenue Beach May 19, 10 a.m.–noon; June 24, 2 p.m.–4 p.m.; July 17, 6 p.m.–8 p.m.; Aug. 14, 6 p.m.–8 p.m.; and Sept. 15, 9 a.m.–noon. Contact coastalallies@greatlakes.org or Frances Canonizado, fcanonizado@greatlakes.org.

May 23, noon–1 p.m.: Brown Bag Luncheon, Chicago Coastal Allies Network (C.A.N.) Jonah Smith, Alliance sustainable business manager, leads a discussion about the Chicago-area Metropolitan Water Reclamation District's new waste disinfection standards. Location: 17 N. State Street, Suite 1390, Chicago. To RSVP, contact coastalallies@greatlakes.org, or 312-939-0838 x 221.

June 7, 6 p.m.–9 p.m.: Taste of the Great Lakes. (See ad for details, p. 4)

July 18, 5:30 p.m.–9 p.m.: Sunset Sail '07 (Rain date: July 19). Annual Alliance Lake Michigan sailing event, complete with food, music and more. Location: Sheridan Shore Yacht Club, Wilmette Harbor. Donation: \$50 members, \$65 non-members. Space is limited. Contact Martha Borie Wood, 312-939-0838 ext. 227, or mboriewood@greatlakes.org.

See Get Your Feet Wet, page 4